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IDEA 0062

Copy 12 of 10

15 December 1960

MEMORANDUM FOR: Acting Chief, DPD

SUBJECT: Designation of U-2C's for [REDACTED] and
SSB Modifications

25X1D

1. This memorandum contains recommendations for the approval of the Acting Chief, Development Projects Division. Such recommendations are contained in paragraphs 6 and 7.

2. Per discussion between the undersigned and Chief, Development Branch it was determined that LAC has come to the point where an aircraft is needed to commence modification for in-flight refueling. In addition, LAC will also be ready to commence installation of the single side-band radio in the near future as they already have the necessary equipment on procurement. It is therefore necessary to:

- a. Confirm the specific aircraft for [REDACTED]
- b. Establish availability dates to LAC of the aircraft involved in the [REDACTED]
- c. Establish a schedule for SSB installation.



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3. A review of the types and number of aircraft to receive modifications is as follows:

- a. Two (2) U-2C's will be modified for [REDACTED] and SSB. The SSB modification for the two U-2C's for Detachment H previously scheduled has been indefinitely postponed per direction of AC/DPD.
- b. Two (2) U-2's will be modified for SSB only.





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4. Upon completion of the return of the second U-2C from Detachment B, on approximately 19 January, and the shipment of the second U-2C to Detachment H, on approximately 29 December, the location of Project aircraft will be as follows:

	<u>U-2's **</u>	<u>U-2C's</u>	
Detachment B			25X1A
Detachment H			25X1A
Detachment G *			
Burbank *			

* In order to avoid an excessive maintenance workload on Detachment G no more than three (3) aircraft will be maintained at Edwards. The balance on hand in the ZI will either be in modification at LAC or maintained in a flyable status at Burbank by LAC.

** Two (2) U-2's previously scheduled for turnover to FOG in late CY-60 will be retained indefinitely pending determination of future needs.

5. Although no firm operational requirement for a U-2C is expected for the next several months, it is considered preferable that only one U-2C in modification for  and SSB at the same time so as to cover the requirement if an operational need for a U-2C did develop. As a U-2C may be needed for Operation  and since LAC has already started to cut metal on 342, it will be necessary to assemble 351, remove its point, and bring it up to operational ready status. Then when 358 comes back from  it can be sent to Detachment H in place of 351. If our  is still in place it may be possible to ferry 358 or 351 to Detachment H.

6. It is, therefore, recommended that the modification program commence along the general time schedule as listed below. If this schedule is approved by AC/DPD it is further recommended that the Chief, Development Branch take action accordingly.

a. 342 (U-2C) to LAC for  and SSB 29 December 1960 or before. (It is already at LAC).

b. 358 or 351 (U-2C) to LAC for  and SSB as soon as 342 is completed.

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c. 343* (U-2) to LAC for ESB as soon as LAC can accept.

d. 353* (U-2) to LAC for ESB as soon as LAC has completed ESB in first U-2.

* Interchangeability with 344 or 378 acceptable based on availability at the time.

7. It is also recommended that the wiring standardisation modification, recently approved, be accomplished concurrently with the modifications in paragraph 6. above.

Chief,



25X1A

CONCUR: **WIGNED**

15 DEC 1960

Chief, Development Branch, DPD

Chief, Materiel Branch, DPD

The recommendations contained in paragraphs 6 and 7 are approved:

STANLEY W. BEERLI
Colonel USAF
Acting Chief, DPD-DD/P

25X1A **DPD/COPS** [REDACTED] :ph

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